BookletChart™

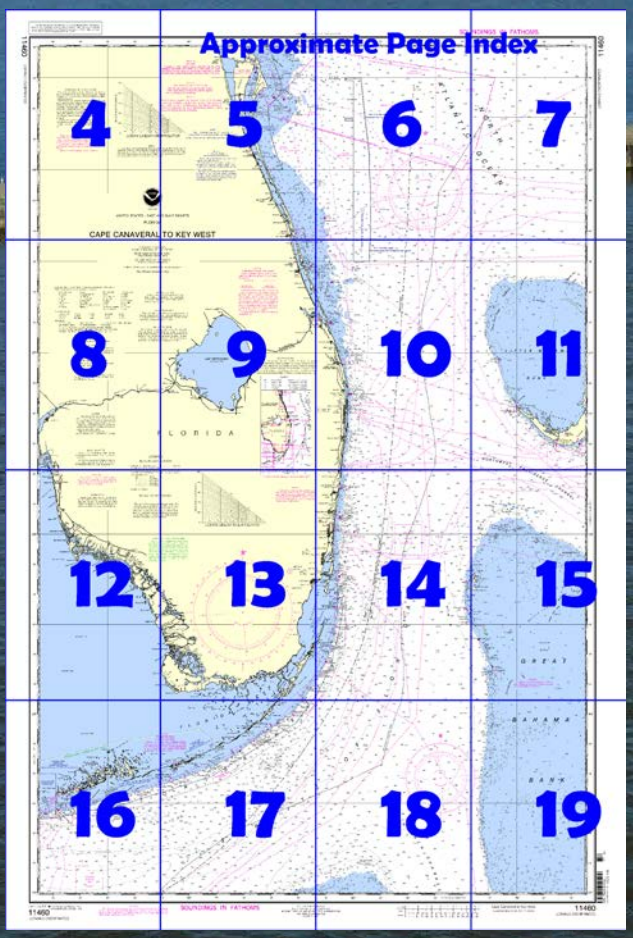
Cape Canaveral to Key West

NOAA Chart 11460

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

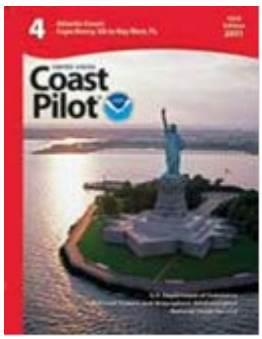
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11460.

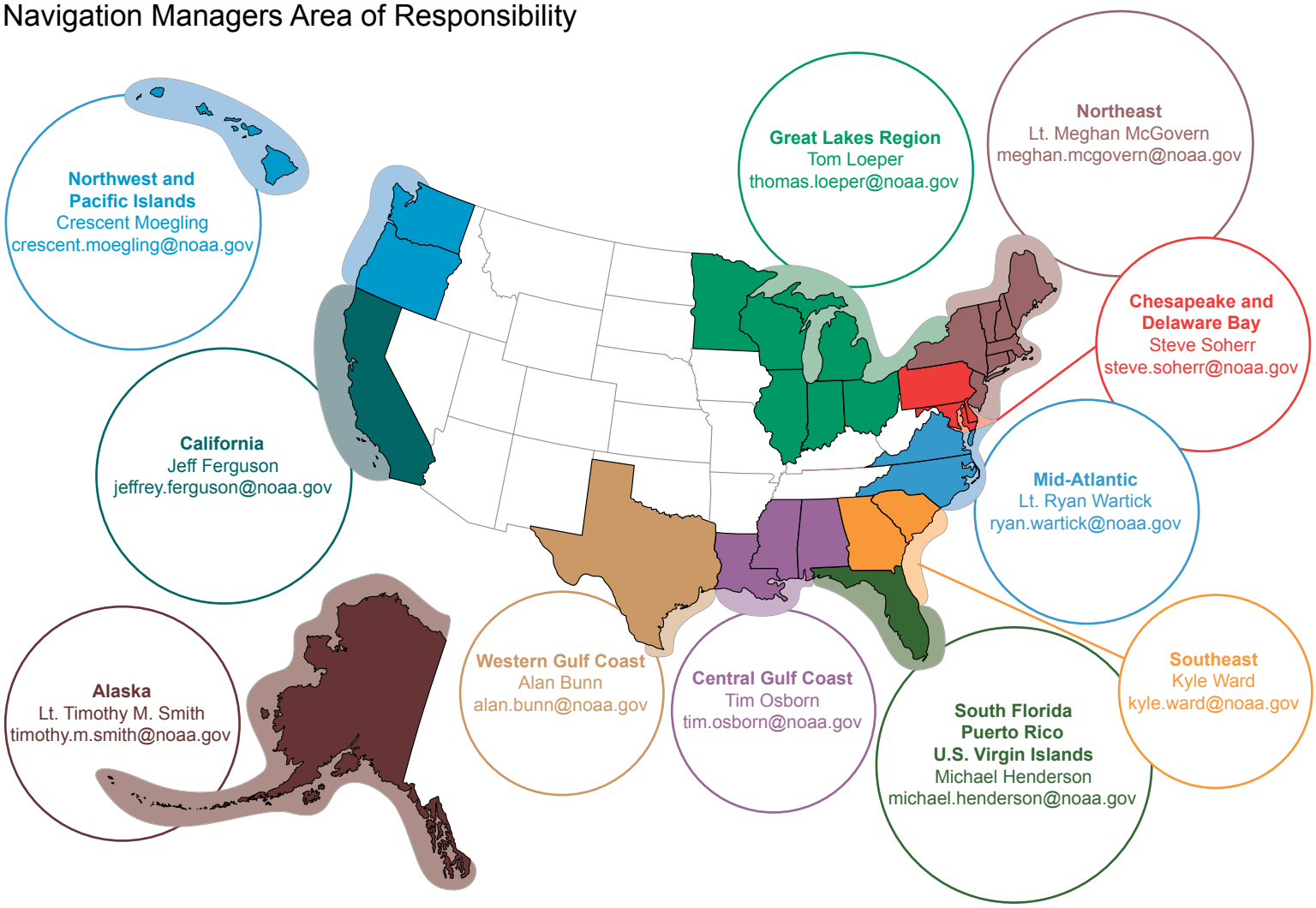


(Selected Excerpts from Coast Pilot)
From Cape Canaveral to Fort Pierce Inlet, the coast trends generally south-southeastward for 62 miles and is broken only by Sebastian Inlet. The inlet is a narrow dredged channel, not distinguishable from any distance offshore except by the highway bridge across the inlet and by the sand spoil bank on the north side which is bare and a little higher than other sand dunes in the vicinity. This section of the coast is formed almost entirely by a low, narrow strip of sand, covered with vegetation, which lies at a distance of 1 to 2 miles from the mainland, from which it is separated by the shallow waters of Banana and Indian Rivers, a part of the Intracoastal Waterway. In the background the heavy woods on the mainland may be seen. Shoals extend 10 miles offshore with a least depth of 23 feet about 2.5 miles north-northwestward of Bethel Shoal Lighted Buoy 10, which is about 47 miles south-southeastward of Cape Canaveral Light.
A **coral habitat area of particular concern (HAPC)** is centered about 22 miles, 055° from the entrance to Fort Pierce Inlet.
From Fort Pierce Inlet to Lake Worth Inlet, the coast trends generally south-southeastward for 43 miles and is broken by St. Lucie and Jupiter Inlets. This section of the coast is formed by a low, narrow strip of sand, covered with vegetation, and separated from the mainland by the shallow waters of Indian River and by the Intracoastal Waterway connection between the Indian River and Lake Worth. From seaward the coast shows a line of sand dunes partly covered with grass and scrub palmetto. In the background the heavy woods on the mainland may be seen. Buildings show prominently from seaward.
From Lake Worth Inlet the general trend of the coast is south for 60 miles to the Miami Harbor entrance. The coastline is broken by Port Everglades, several unimportant inlets, Bakers Haulover Inlet, and the entrance to Miami Harbor. It is formed almost entirely by a low sand beach covered with grass and scrub palmetto, back of which it is wooded. Conspicuous from seaward are the buildings and piers at Palm Beach, Hillsboro Inlet Entrance Light, and the large buildings and tanks along the beach from Palm Beach southward, especially at Fort Lauderdale, Hollywood, Miami Beach, and Miami.
This section of the coast is also fairly bold, and the 20-fathom curve runs parallel to the beach at a distance of about 2 miles until in the vicinity of the Miami Harbor entrance where the curve of shore becomes south-southwestward and the 20-fathom curve is about 4 miles offshore.
The **Florida Keys** consist of a remarkable chain of low islands, beginning with Virginia Key and extending in a circular sweep to Loggerhead Key, a distance of about 192 miles. For some 100 miles of that distance they skirt the southeast coast of the Florida Peninsula, from which they are separated by shallow bodies of water known as Biscayne Bay, Card Sound, Barnes Sound, Blackwater Sound, and Florida Bay. Biscayne Bay has depths of 9 to 10 feet for most of its length, and the other bodies of water are shallow, containing small keys and shoals, and of no commercial importance except as a cruising ground for small boats.
Westward of Florida Bay the Florida Keys separate the **Straits of Florida** from the Gulf of Mexico.
The keys are mostly of coral formation, low, and generally covered with dense mangrove growth, though some are wooded with pine, and on a few are groves of coconut trees. Most of the keys that are connected by U.S. Highway 1 to Key West are inhabited. Key West is the most important of the keys. **Florida Keys National Marine Sanctuary**, a Marine Protected Area (MPA), surrounds the keys from Biscayne Bay to Dry Tortugas.
The openings under the viaduct and bridges are indicated on the charts. Drawbridges are over Channel Five, Jewfish Creek, and Moser Channel. Overhead power cables run parallel to U.S. Highway 1 from Tavernier to Big Coppitt Key. All clearances are greater than those of the adjacent fixed bridges. Cables are submerged at the movable spans of drawbridges. Small craft with local knowledge use these channels to go from the Straits of Florida to Florida Bay and the Gulf of Mexico. Strangers should not attempt passage without a pilot or guide.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Miami	Commander 7th CG District Miami, FL	(305) 415-6800

Navigation Managers Area of Responsibility

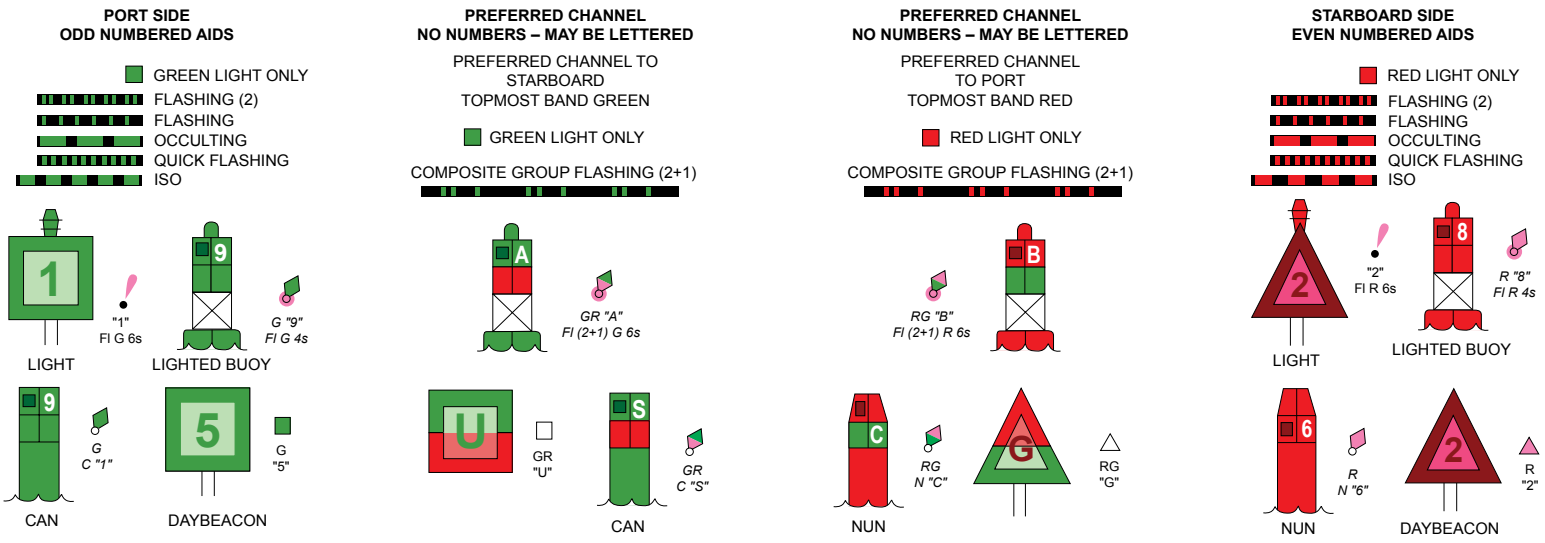


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

11460

50' 40' 30' 20' 10' 81° 50'

40'

30'

20'

10'

28°

50'

40'

30'

Titusville

R TR (WRMF) 1050 kHz

R TR (WEZY 1350 kH

Roc

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

NOTE B

CAUTION

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 40 mile radius of Cape Canaveral, Florida, since it is known that missle debris, some of which may contain unexploded ordnance, exists in this area.

NOTE C

WEATHER ROCKET IMPACT AREA

Mariners are cautioned against possible hazards in the impact area, shown by a thin dashed magenta line, due to falling rocket casings.

NOTE G

The heavy dashed magenta line represent the limits of launch hazard areas associated with the majority of launches from Cape Canaveral. Launch debris may fall within these areas. See Notice to Mariners or contact the Coast Guard for launch hazards areas specific to each launch and the times they will be in effect.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOTE D

THE OCULINA BANK

(protected area: 50 CFR 622.220-622.227

The following restrictions apply within Oculina Bank protected area:

Fishing with bottom longlines, traps, p dredges and bottom trawls is prohibi

Additional restrictions apply within the Ex mental closed area:

Fishing for or retaining South Atlantic snap grouper in or from the closed area is prohib

Any fish taken incidentally by hook-and-line be released immediately by cutting the line wit removing the fish from the water.

NOTE E

NORTHERN RIGHT WHALE CR

(precautionary area: 50 CFR 226.203c

It is illegal to approach any right whale any

COAST SURVEY U.S. — U.S. COAST AND GEODETIC — NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION — NOAA — U.S. DEPARTMENT OF COMMERCE

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST AND GULF COASTS

FLORIDA

CAPE CANAVERAL TO KEY WEST

Mercator Projection
Scale 1:466,940 at Lat. 26°30'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

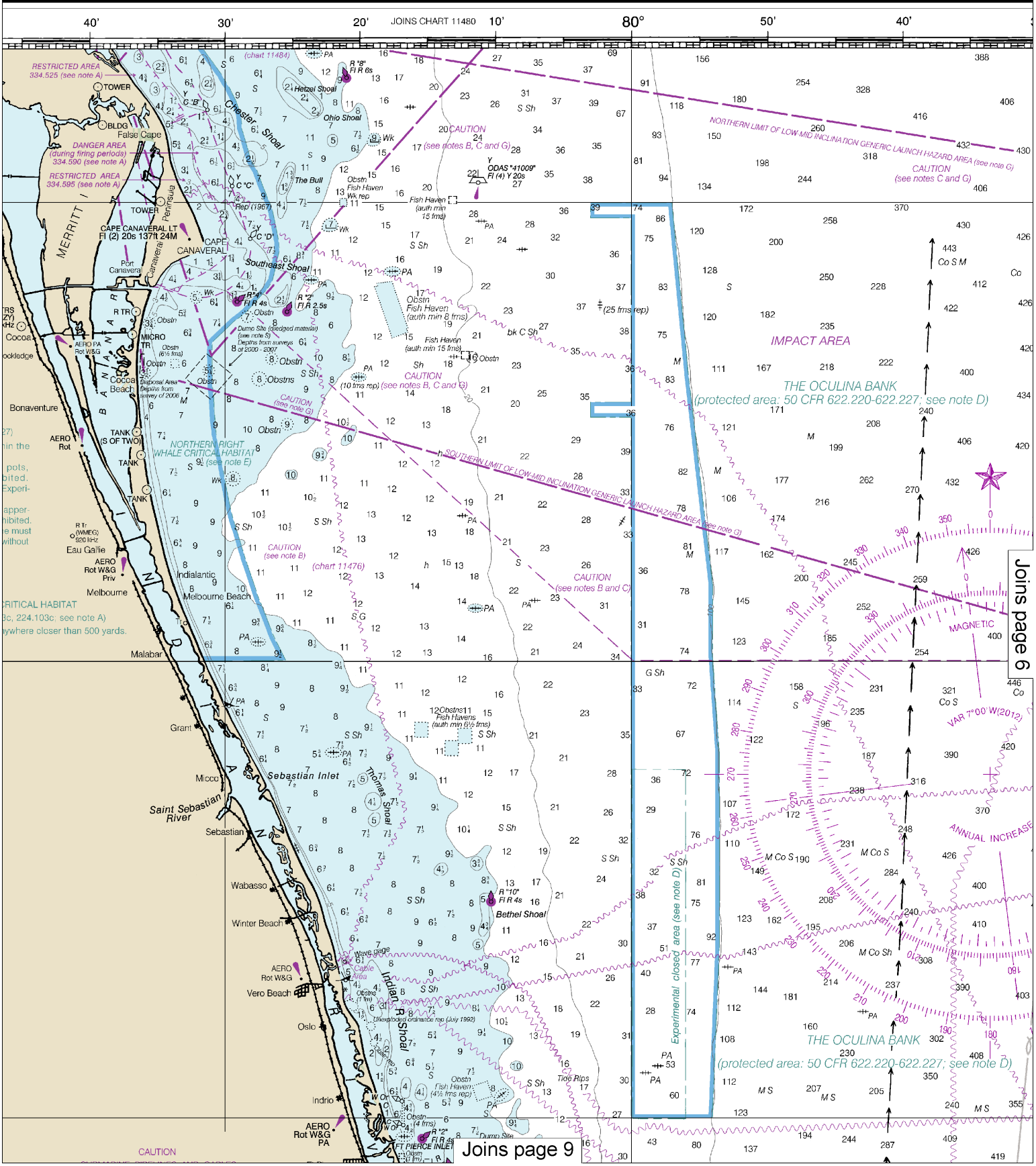
Joins page 8

nation can be obtained at nauticalcharts.noaa.gov.

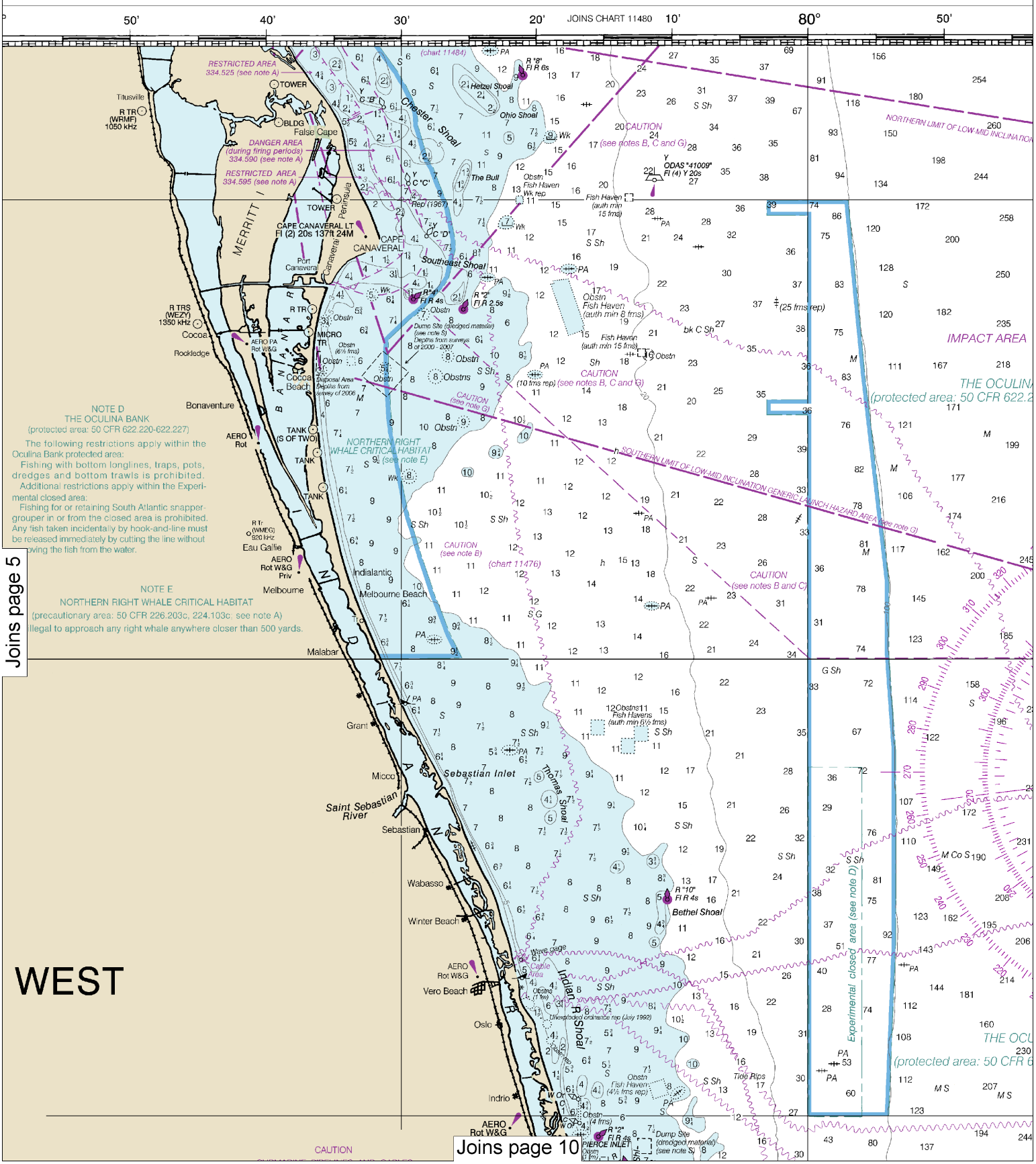
4

Note: Chart grid lines are aligned with true north.

Formerly C&GS 1112, 1st Ed., Oct 1916 C-1916-166 KAPP 375

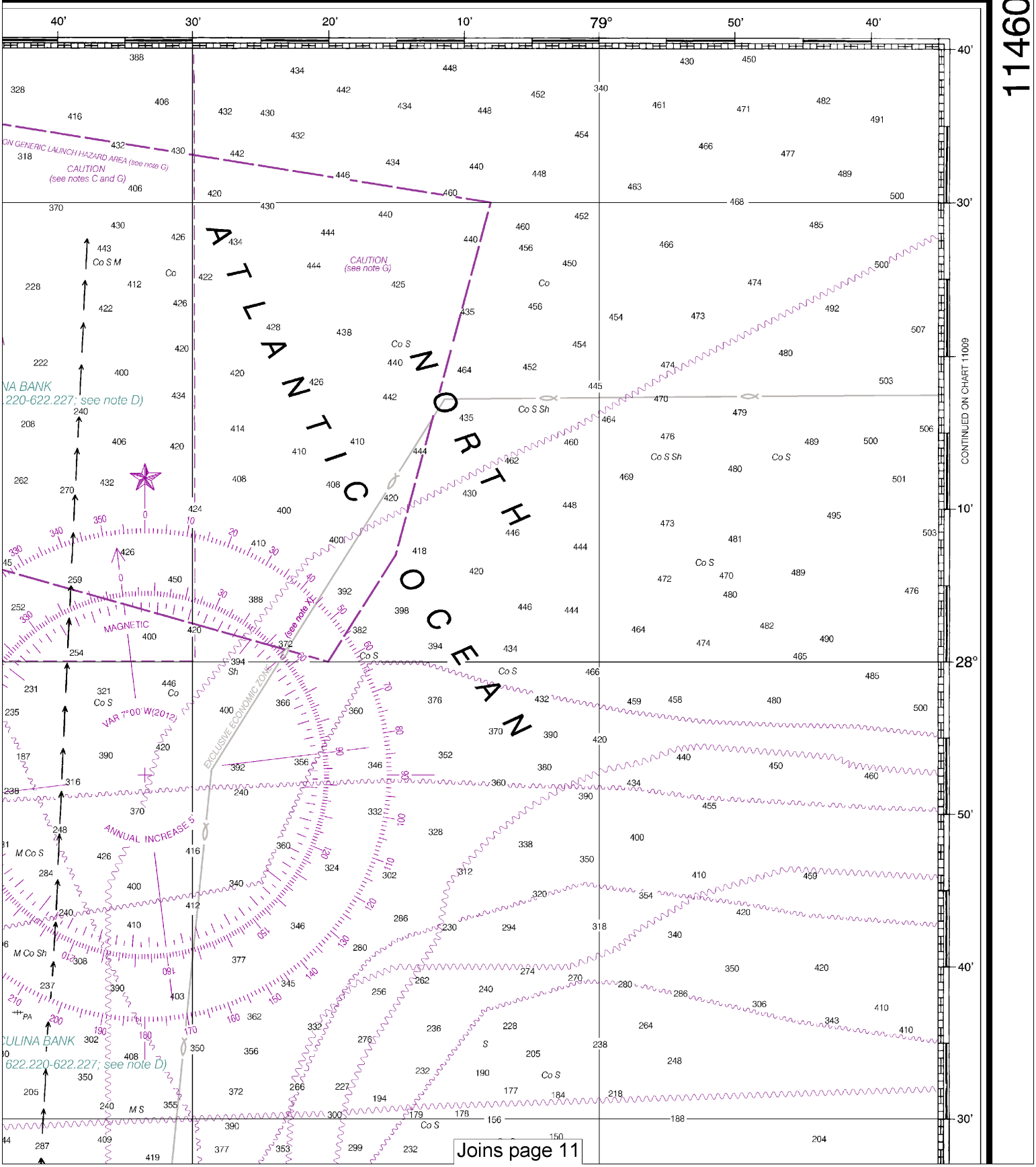


This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:622586. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



6

Note: Chart grid lines are aligned with true north.


40'
30'
20'
10'
79°
50'
40'
30'
10'
28°
50'
40'
30'
ATLANTIC OCEAN
NORTH
CAUTION
(see notes C and G)
CAUTION
(see note G)
MAGNETIC
VAR 7°00' W(2012)
ANNUAL INCREASE 5'
EXCLUSIVE ECONOMIC ZONE
(see note K)
CONTINUED ON CHART 11009
Joins page 11

Joins page 4

Mercator Projection
Scale 1:466,940 at Lat. 26°30'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

(For offshore navigation only)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bids boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the National Geospatial-Intelligence Agency and the U.S. Coast Guard.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
See National Geospatial-Intelligence Agency Lists of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

COPYRIGHT

30'
20'
10'
27°
50'
40'
30'
20'

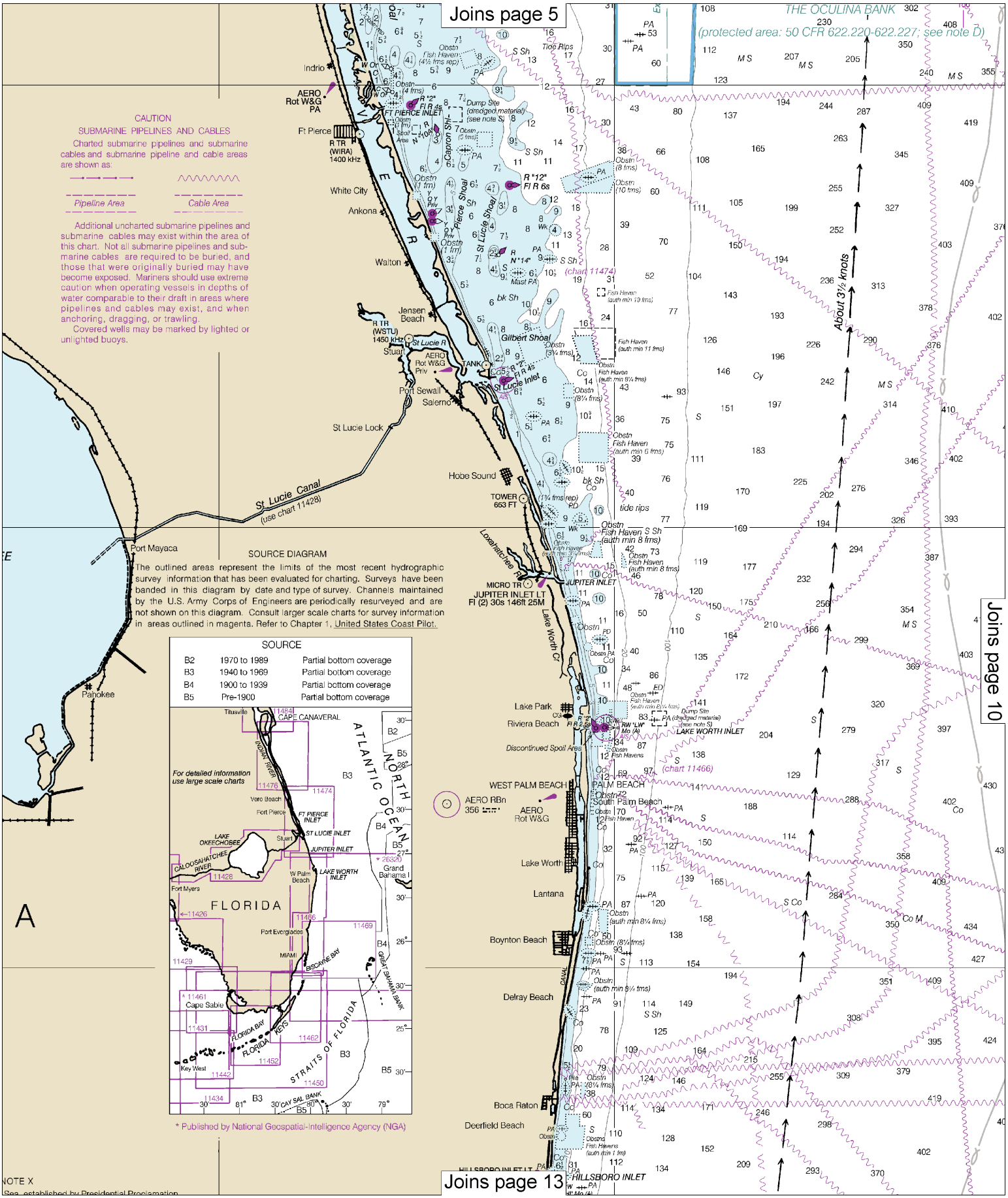
Okeechobee
Kissimmee R
LAKE OKEECHOBEE
(use chart 11428)
Moore Haven
Caloosahatchee Canal
S S
Ortona Lock
Lake Hicpochee
Clewiston
(use chart 11428)
La Belle
CALOOSAHATCHEE RIVER
Orange R
FORT MYERS
F L O R I D
bars
Big Carlos Pass
Little Carlos Pass
Big Hickory Pass
Imperial R
Little Hickory Pass
Wiggins Pass
Cocohatchee R

Joins page 12

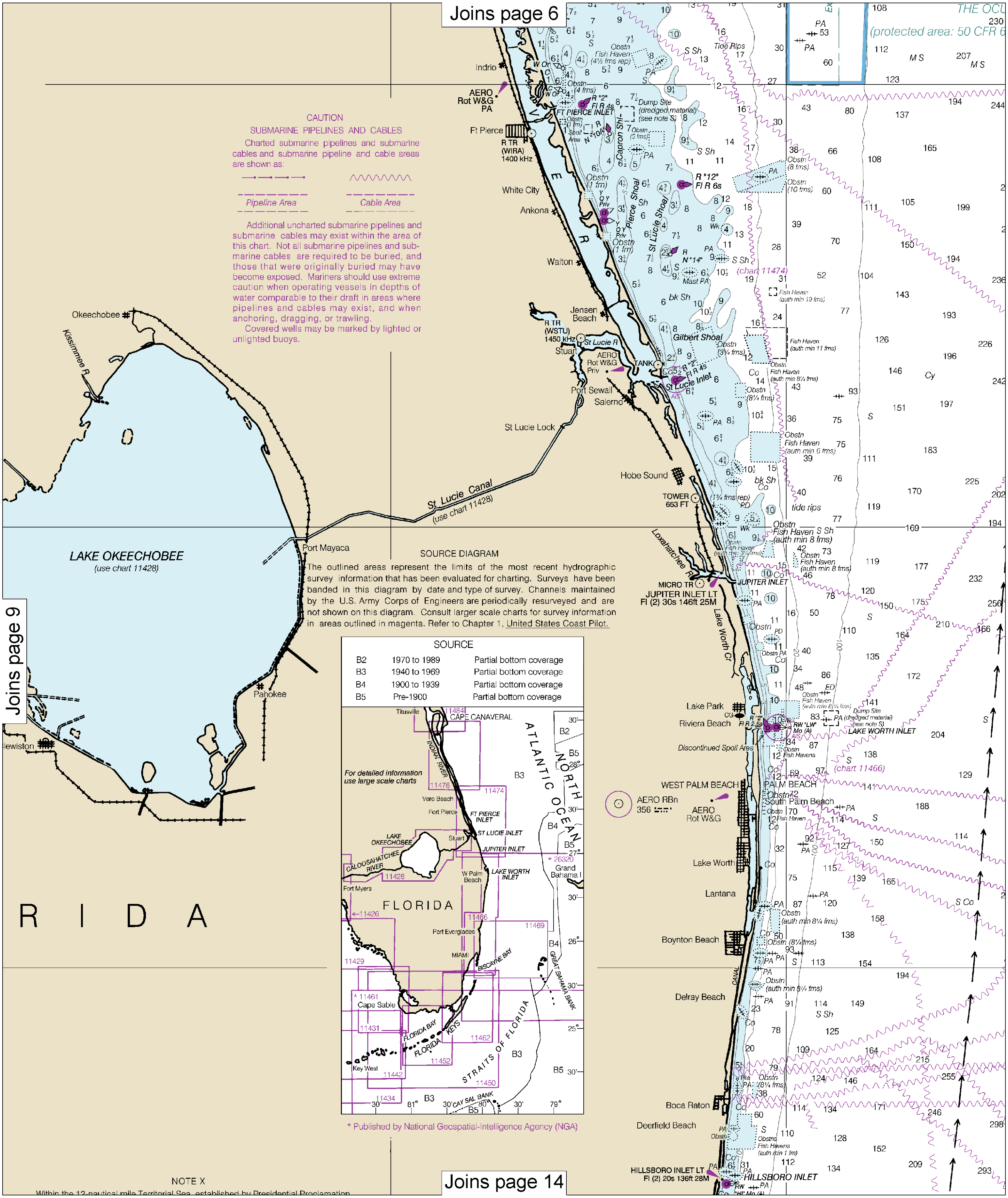
NC
Within the 12-nautical-mile Territorial Si

8

Note: Chart grid lines are aligned with true north.

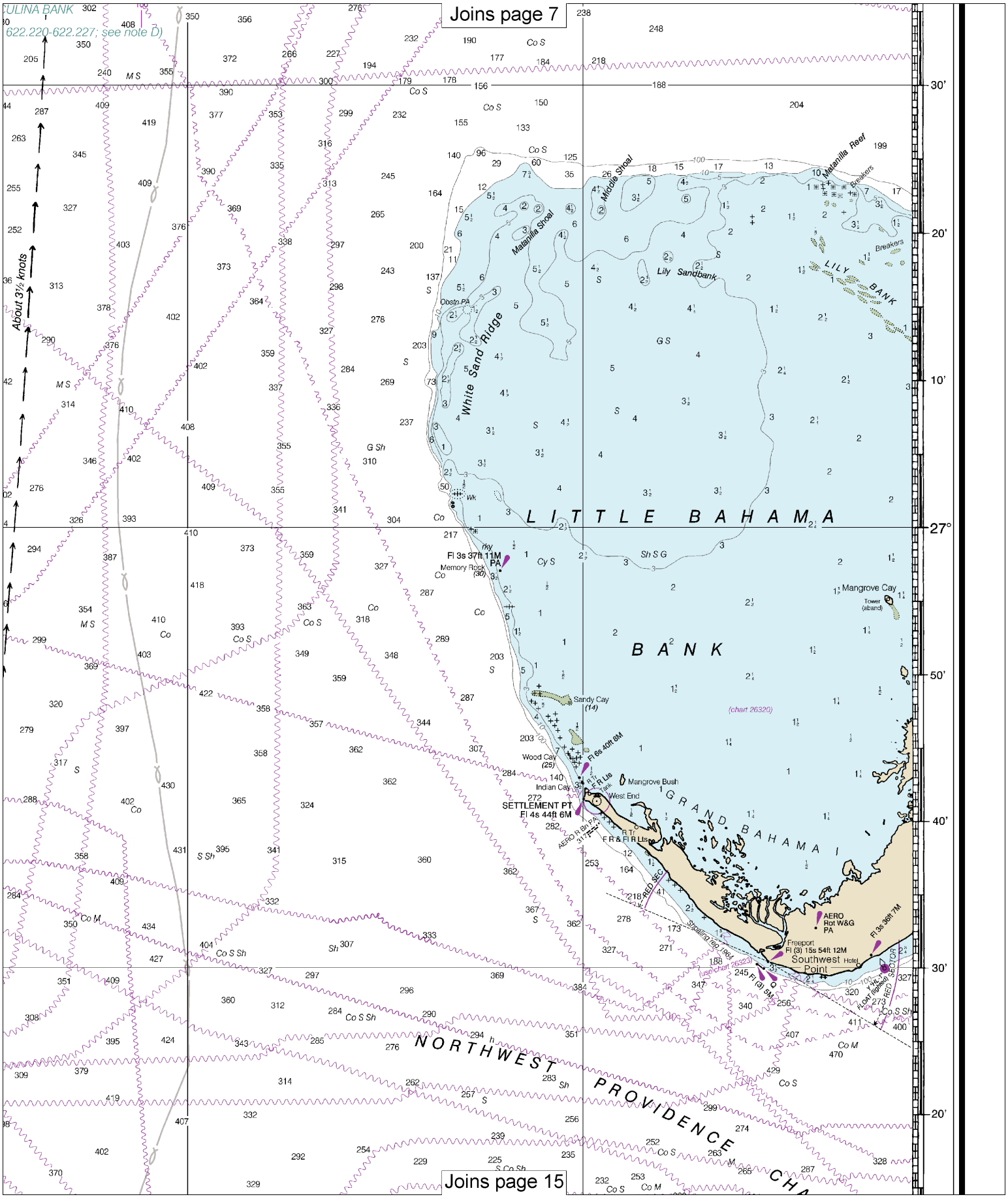


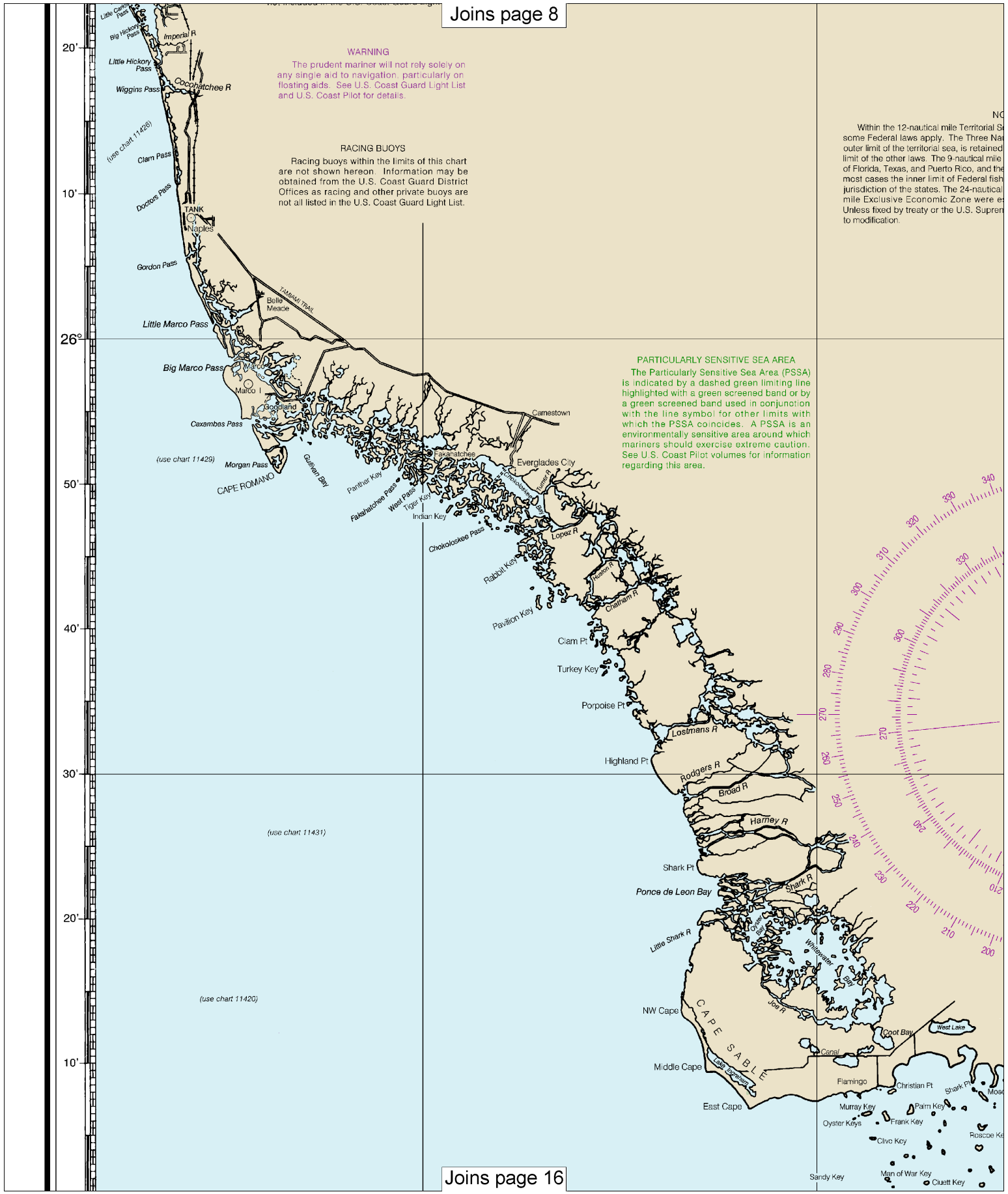
NOTE X
Sea, established by Presidential Proclamation



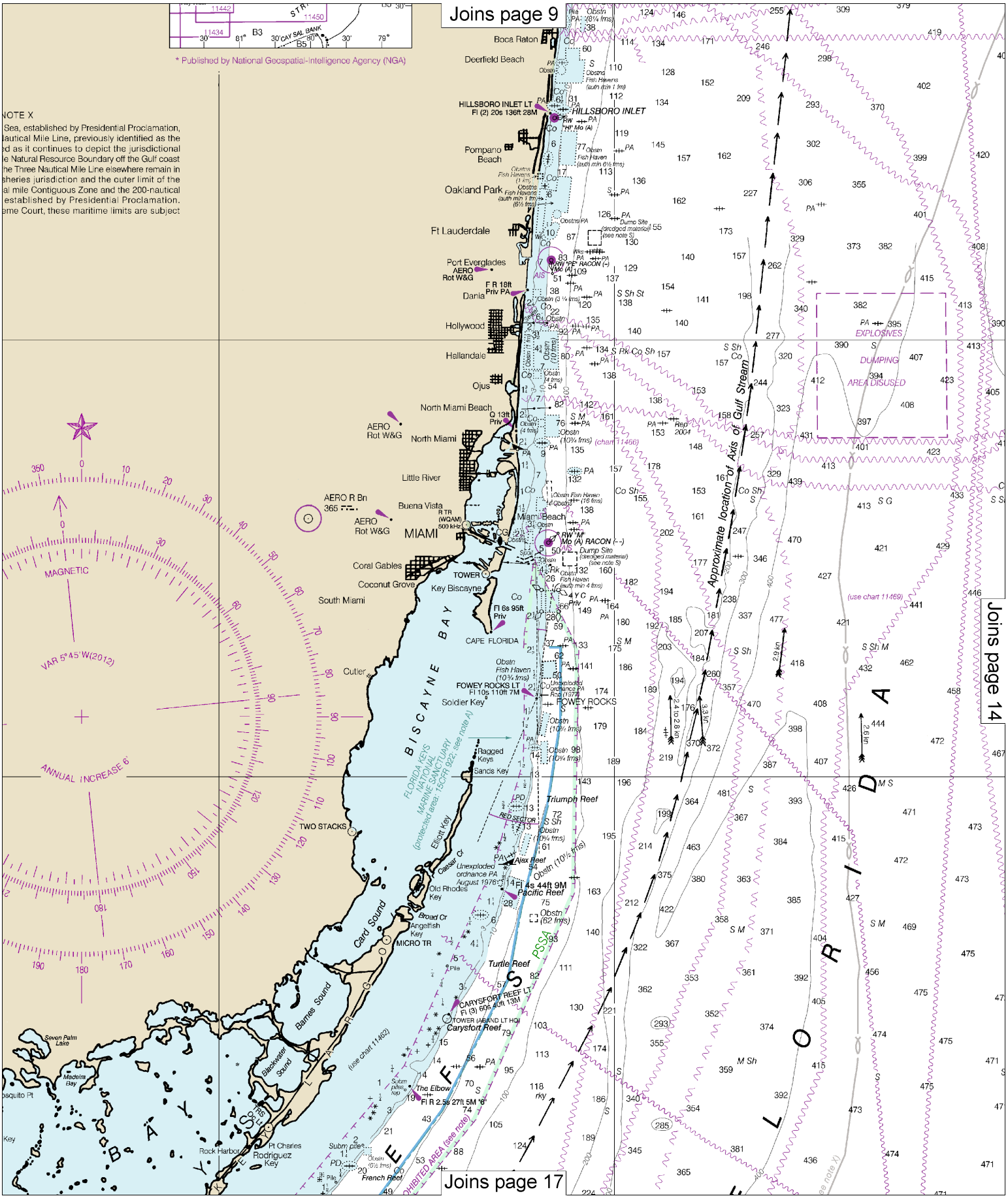
10

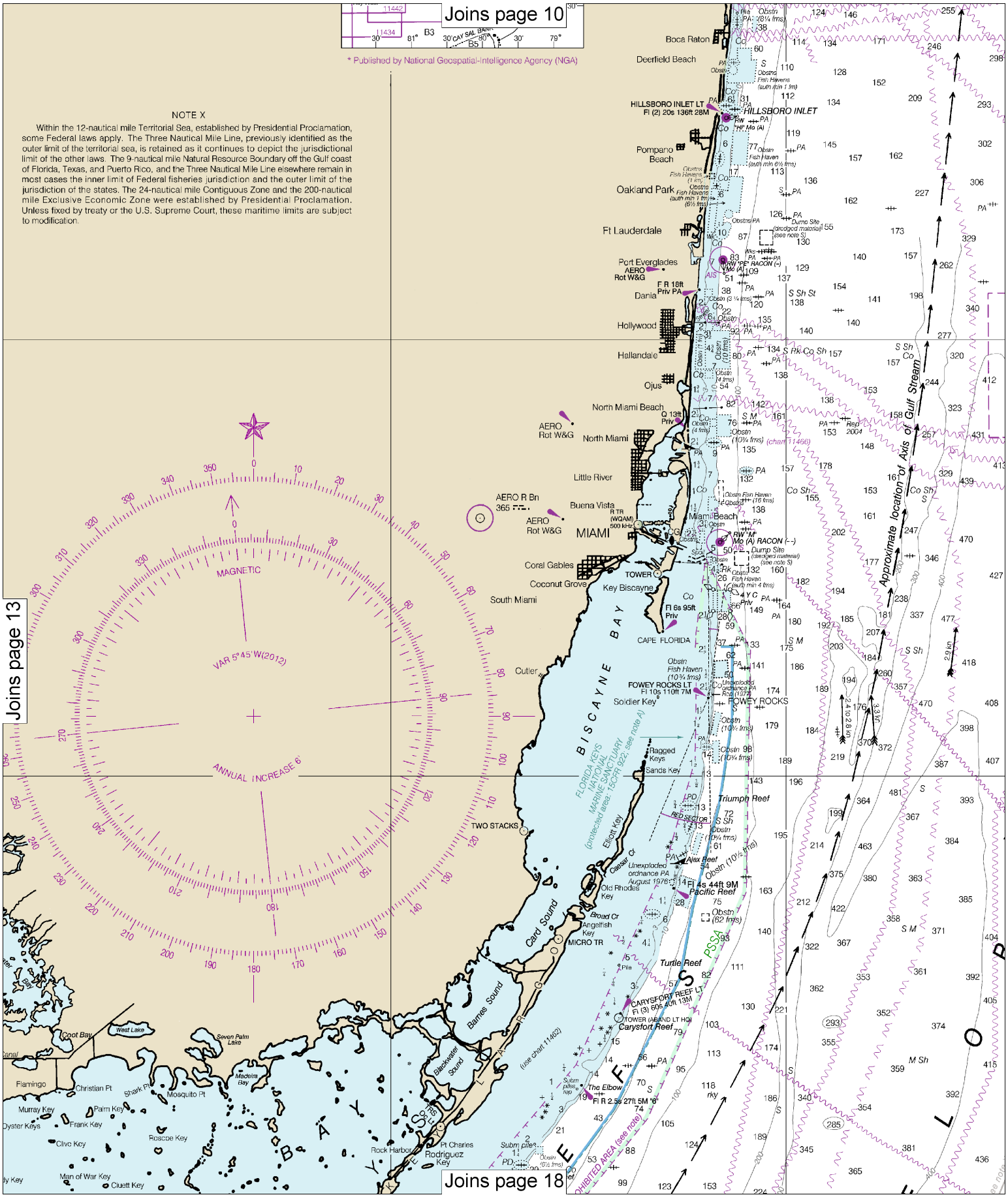
Note: Chart grid lines are aligned with true north.


Joins page 7
ULINA BANK
622.220-622.227; see note D)
About 3½ knots
White Sand Ridge
Matanilla Shoal
Middle Shoal
Matanilla Reef
Breakers
Lily Sandbank
LILY BANK
Obstn PA
LITTLE BAHAMA BANK
(chart 26320)
Fl 3s 37ft 11M PA
Memory Rock
Sandy Cay (14)
Wood Cay (25)
Fl 6s 40ft 6M
Indian Cay
Mangrove Bush
West End
SETTLEMENT PT
Fl 4s 44ft 6M
Mangrove Cay
Tower (aband)
GRAND BAHAMA I
AERO R Bn PA
F R & Fl R Lts
RED SEC
Spoiling Ground
AERO Rot W&G PA
Fl 3s 36ft 7M
Freeport
Fl (3) 15s 54ft 12M
Southwest Point
Hotel
(use chart 26323)
Fl (3) 5M
FLOAT lights
NORTHWEST PROVIDENCE CHA
Joins page 15
30'
20'
10'
27°
50'
40'
30'
20'



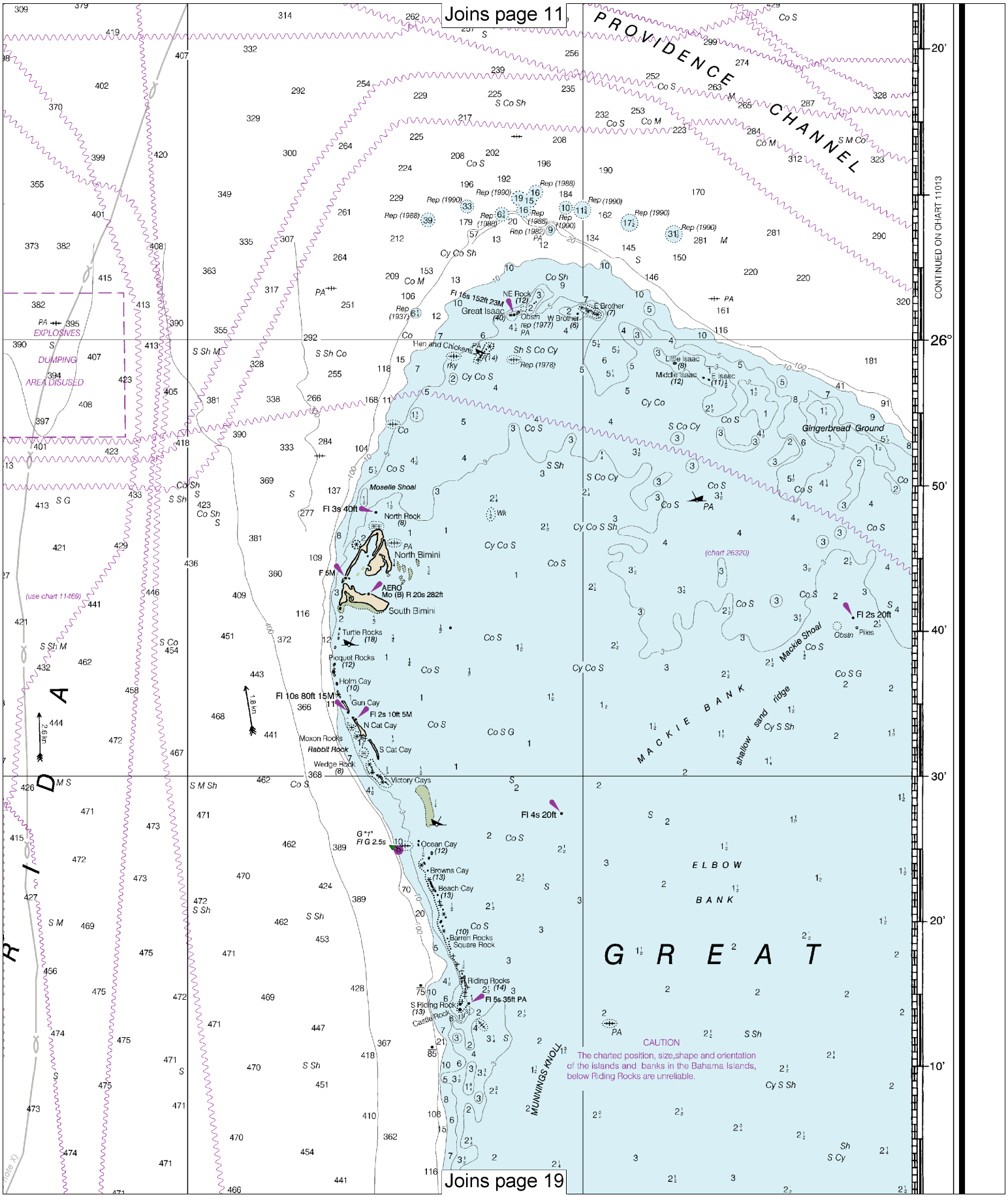
Note: Chart grid lines are aligned with true north.

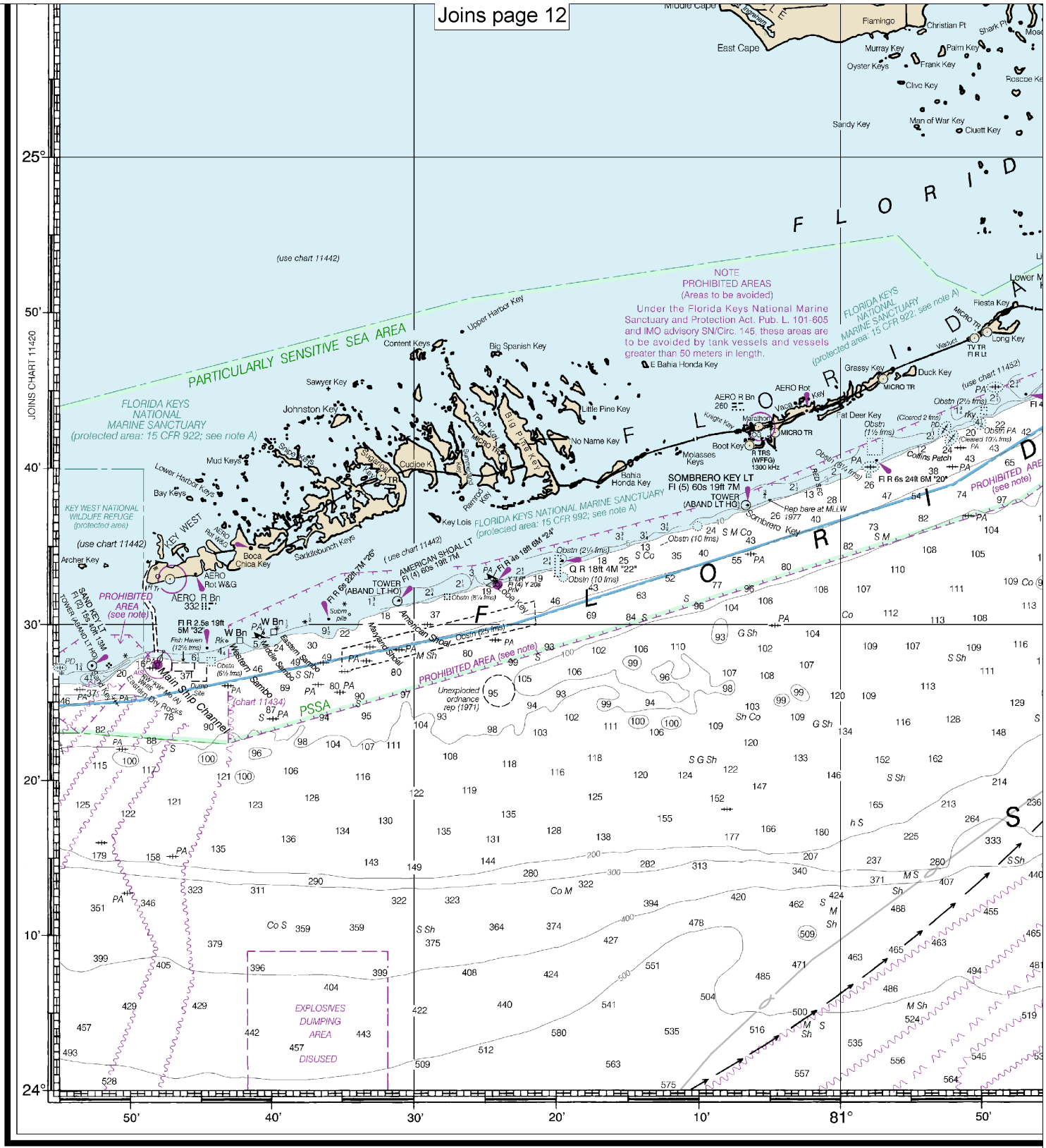

Joins page 9
* Published by National Geospatial-Intelligence Agency (NGA)
NOTE X
Sea, established by Presidential Proclamation,
lautical Mile Line, previously identified as the
ed as it continues to depict the jurisdictional
e Natural Resource Boundary off the Gulf coast
he Three Nautical Mile Line elsewhere remain in
sheries jurisdiction and the outer limit of the
al mile Contiguous Zone and the 200-nautical
established by Presidential Proclamation.
eme Court, these maritime limits are subject
Boca Raton
Deerfield Beach
HILLSBORO INLET LT
Fl (2) 20s 136ft 28M
HILLSBORO INLET
Pompano Beach
Oakland Park
Ft Lauderdale
Port Everglades
AERO Rot W&G
Dania
Hollywood
Hallandale
Ojus
North Miami Beach
AERO Rot W&G
North Miami
Little River
AERO R Bn 365
Buena Vista
AERO Rot W&G
MIAMI
Miami Beach
Coral Gables
TOWER
Coconut Grove
Key Biscayne
South Miami
Fl 6s 95ft Priv
CAPE FLORIDA
Cutler
FOWEY ROCKS LT
Fl 10s 110ft 7M
FOWEY ROCKS
Soldier Key
Ragged Keys
Sands Key
Triumph Reef
TWO STACKS
Elliott Key
Caesar Cr
Alex Reef
Fl 4s 44ft 9M
Pacific Reef
Old Rhodes Key
Broad Cr
Angelfish Key
MICRO TR
Card Sound
Barnes Sound
Turtle Reef
CARYSFORT REEF LT
Fl (3) 60s 40ft 13M
TOWER (AERO LT HO)
Carysfort Reef
Seven Palm Lake
Blackwater Sound
Madeira Bay
The Elbow
Fl R 2.5s 27ft 5M "6"
Rock Harbor
Pt Charles
Rodriguez Key
French Reef
Joins page 17
Joins page 14
Approximate location of Axis of Gulf Stream
DUMPING AREA DISUSED
EXPLOSIVES
PROHIBITED AREA (see note)
FLORIDA KEYS NATIONAL MARINE SANCTUARY (protected area: 15CFR 922; see note A)
PSSA
ANNUAL INCREASE 6'
VAR 5°45'W(2012)
MAGNETIC
(use chart 11462)
(use chart 11466)
(use chart 11469)



14

Note: Chart grid lines are aligned with true north.


Joins page 11
PROVIDENCE CHANNEL
CONTINUED ON CHART 11013
20'
26°
50'
40'
30'
20'
10'
Great Isaac
NE Rock (12)
Fl 15s 152ft 23M
E Brother (7)
W Brother (6)
Obstn
Hen and Chickens
Little Isaac (8)
Middle Isaac (12)
E Isaac (11½)
Gingerbread Ground
Moselle Shoal
North Rock (8)
Fl 3s 40ft
North Bimini
AERO
Mo (B) R 20s 282ft
South Bimini
F 5M
Turtle Rocks (18)
Picquet Rocks (12)
Holm Cay (10)
Fl 10s 80ft 15M
Gun Cay
Fl 2s 10ft 5M
N Cat Cay
S Cat Cay
Moxon Rocks
Rabbit Rock
Wedge Rock (8)
Victory Cays
Fl 4s 20ft
Ocean Cay (12)
Browns Cay (13)
Beach Cay (13)
Barren Rocks
Square Rock
Riding Rocks (14)
Fl 5s 35ft PA
S Riding Rock (13)
Castle Rock
MUNNINGS KNOLL
Fl 2s 20ft
Obstn
Piles
Mackie Shoal
MACKIE BANK
shallow sand ridge
ELBOW
BANK
GREAT
BAHAMA
(chart 26320)
(use chart 11469)
EXPLOSIVES
DUMPING
AREA DISUSED
CAUTION
The charted position, size,shape and orientation of the islands and banks in the Bahama Islands, below Riding Rocks are unreliable.
Joins page 19



43rd Ed., Jul. 2012

11460

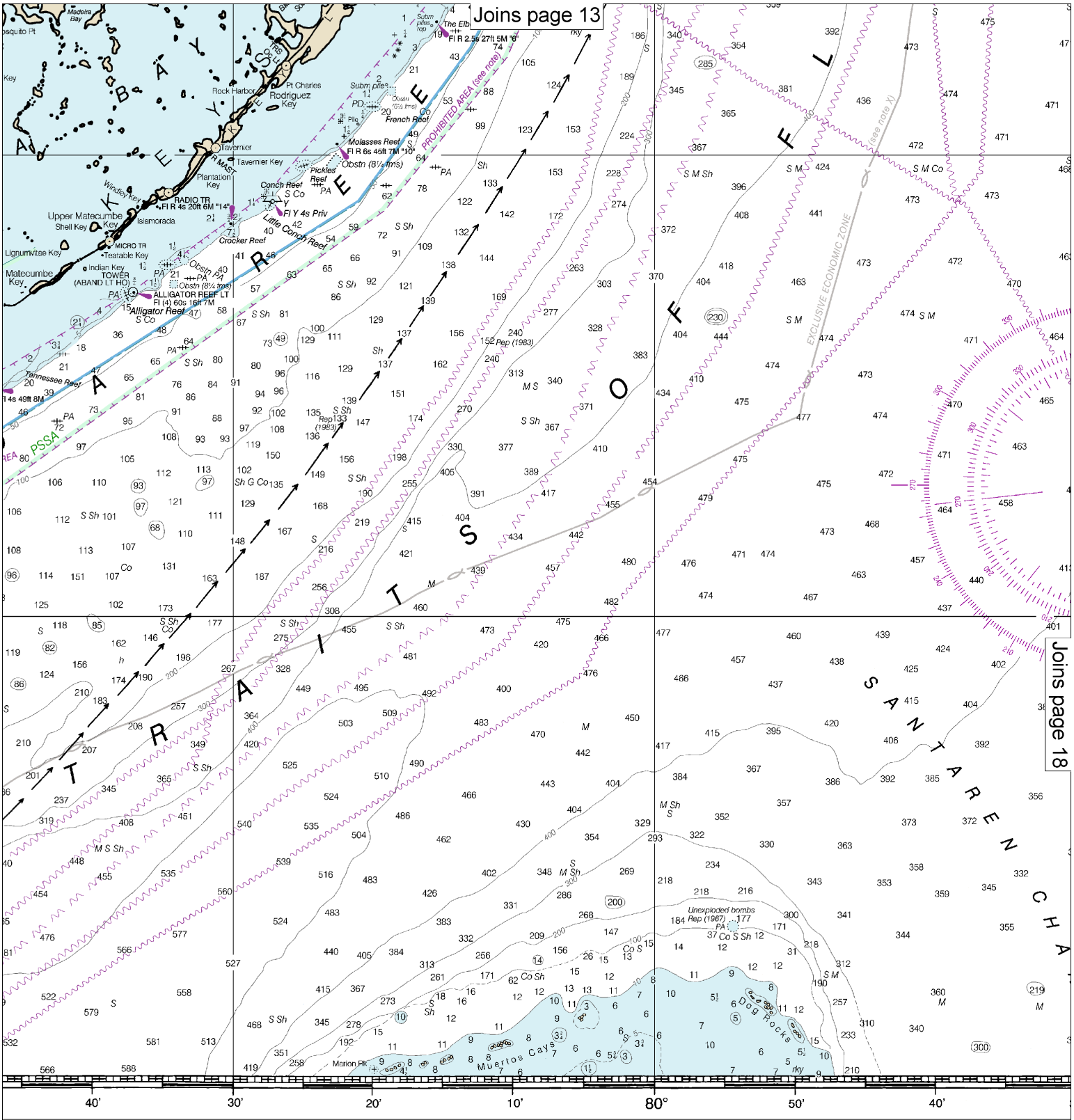
CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS

Last Correction: 6/14/2016. Cleared through:
LNM: 2416 (6/14/2016), NM: 2716 (7/2/2016)

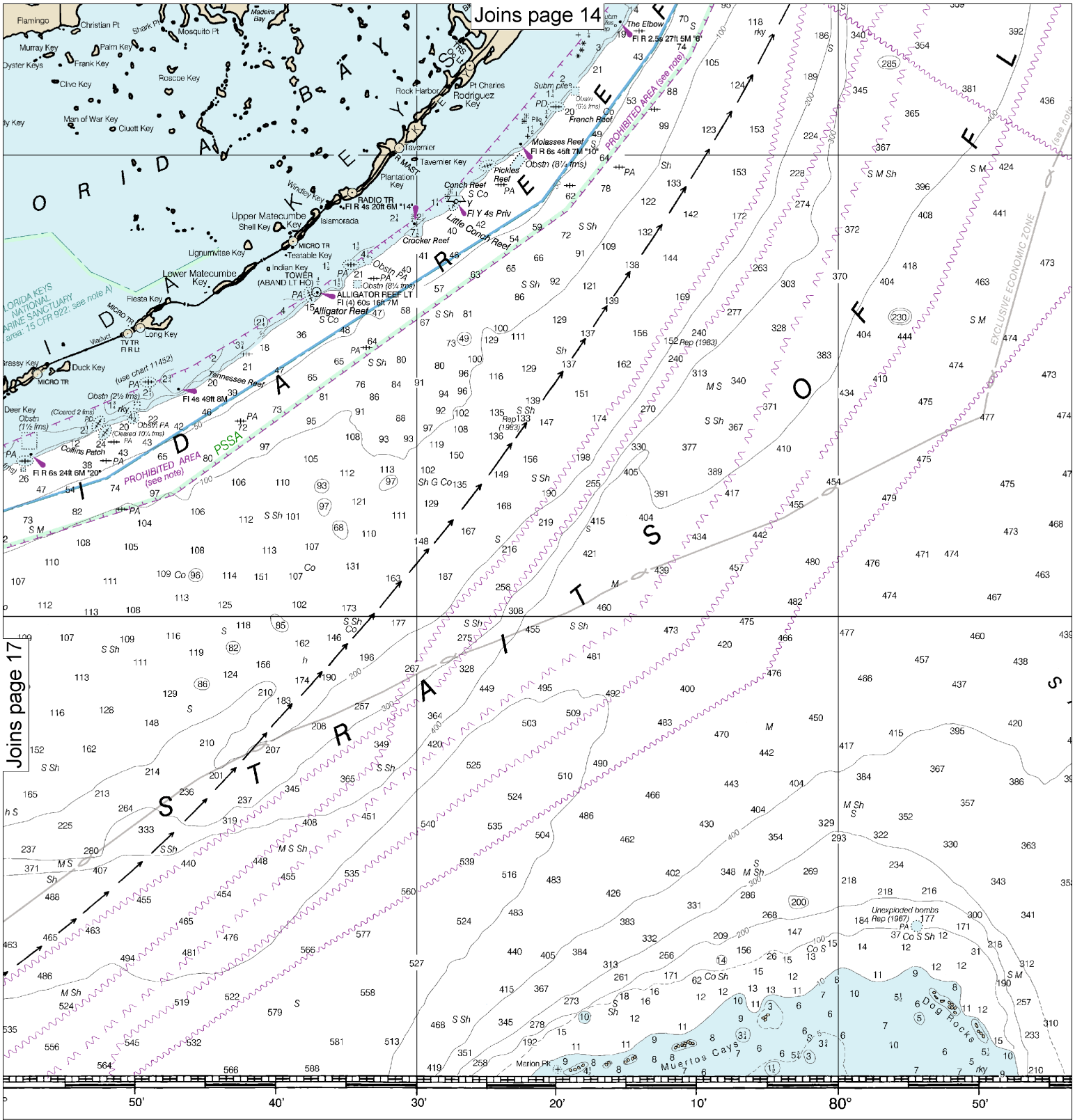
Note: Chart grid lines are aligned with true north.



S IN FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	
FEET	6	12	18	24	30	36	
METERS	1	2	3	4	5	6	7 8 9 10 11 12



SOUNDINGS IN FATHOMS

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U.S. DEPARTMENT OF COMMERCE
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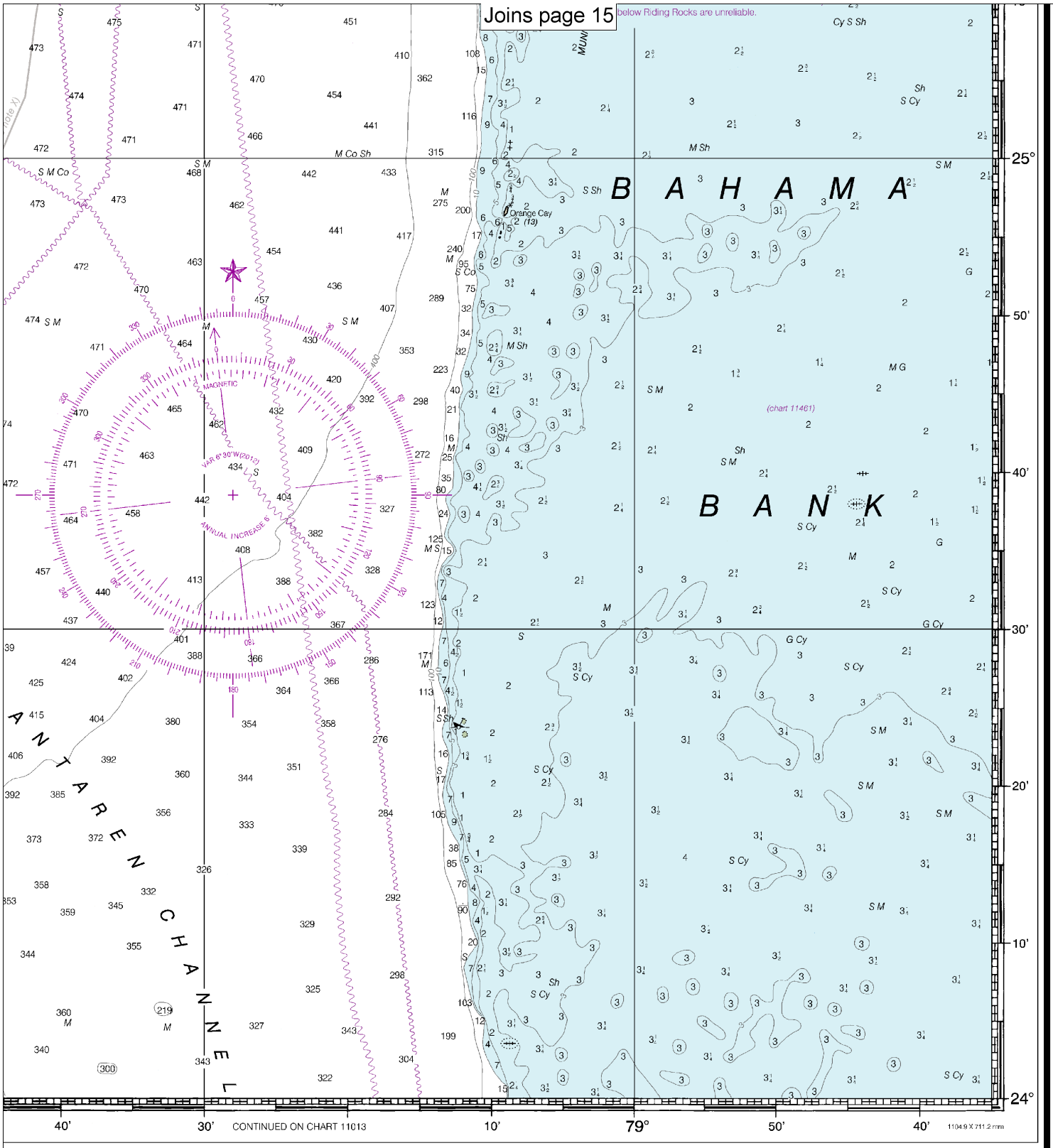
COAST SURVEY

Note: Chart grid lines are aligned with true north.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Cape Canaveral to Key West

SOUNDINGS IN FATHOMS - SCALE 1:466,940

11460

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
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Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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